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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 3 Febr. 1951

SUBJECT Production of High-Octane Gasoline
at the Benzinwerke, Boehlen

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SUPPLEMENT TO
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1. Source does not know for which types of aircraft engines the high-octane gasoline manufactured in Boehlen were intended. He does, however, know that these gasolines did not remain in Germany, [REDACTED] He knows that they were shipped out of the Soviet Zone in the direction of Poland, in big wagon-tanks (Grossraum-Kesselwagen) having a volume of about 30 tons. There was talk among the German employees of the works that the gasoline went into the Lemberg region to be stored there in salt mines near Boryslav and Wieliczka; but he is not sure whether this is true.
2. Source does not know specification names nor numbers of aviation fuels, lubricants and greases as used by the Soviet Air Force. Those names or numbers were kept a strict secret. He knows the following special designations used in the Boehlen works:

a. AT-Benzin—the letter "R" standing for AIKYLAT, the letter "T" for another expression which he has forgotten. This is a high-octane gasoline with octane number mostly over 100, on the average between 98 and 103. The quota imposed on the works producing this kind of gasoline was not reached.

the maximum output was 85 to 90 percent of the quota, the exact figures of which he does not know. The main substance of this kind of gasoline consists of Iso-Octane and related Isomeres. It is manufactured from Alpha-Butylene, which comes from the SAG Synthesewerk in Schwarzheide and from Iso-butane, produced in the SAG Benzinwerk in Böhlen.

b. DHD-Benzin—DHD standing for DEHYDRIFUNG unter DRUCK. The manufacturing procedure corresponds practically to that used in the USA under the name of hydroforming. The contact matter used in the manufacturing of DHD-Benzin is 15 percent MoO_3 on a bearer substance of 85 percent Al_2O_3 . DHD-Benzin is manufactured from gasoline hydrogenated from coal or tar; its main components are aromatic rings. Its octane number is 84 prior to addition of Lead-Tetra-Ethyl. The Russians permitted the addition of this matter at a rate of 0.32 volume percent (which is four times as much as the Germans allowed) and, through the use of this addition, prescribed octane number 97.5. Actually, numbers 98 and 99 were attained after the addition of Lead-Tetra-Ethyl.

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3. Specific Plants in Boehlen. The Boehlen works consist of two different sections, the Ostwerk and the Westwerk. The Ostwerk is engaged in hydrogenation, the Westwerk in working up and refining. The AT and DHD gasolines are manufactured in the Westwerk. The Ostwerk has two "chambers" (i.e., two systems of pipes): in the first chamber coal is hydrogenated into raw fuel which is in turn refined in the second chamber. Diesel fuel is "cut out" from the product of the first chamber. In November 1949, the Russian claims for Diesel fuel suddenly increased and the work of the second chamber was stopped; it was later resumed periodically when the demands for automobile gasolines became pressing.
4. Source does not believe that lubricants are fabricated to any important extent in Boehlen.

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